

PUBLIC MEETING #1 SUMMARY

Collin County
Lavon Lake Route Study
FM 1378 to SH 78

October 7, 2009
City of Wylie Municipal Complex
2000 Highway 78 North
Wylie, Texas 75098

Prepared for:
Collin County



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1. Setting

Supporting rapid population growth, Collin County has begun a route study to develop consensus on an alignment and preserve a corridor for the future Lavon Lake Bridge, a proposed six-lane divided thoroughfare from FM 1378 to SH 78, in southeastern Collin County.

On Wednesday, October 7, 2009, the first Open House/Public Meeting was held for the Collin County Lavon Lake Route Study at the City of Wylie Municipal Complex, 2000 Highway 78 North, Wylie, Texas. The Open House began at 6:30 p.m. followed by a project overview and technical presentation at 7:00 p.m.

Postcards announcing this Public Meeting/Open House were mailed to all affected Collin County residents. A letter of invitation, signed by Mr. Ruben Delgado, Collin County Director of Engineering, was sent to elected and public officials. The Collin County Public Information Office prepared a meeting announcement and display ad that was published in the *Dallas Morning News* on September 13, 2009. The postcard sent to affected Collin County residents was posted on the Collin County web site.

The objectives of this meeting were to present information to the citizens regarding the project and allow citizens the opportunity to offer input about the project and initial alternative alignments.



2. Attendance

A sign-in table was located at the meeting entrance for attendees to register and obtain handouts. Attendees were encouraged to provide input by completing a speaker card and/or submitting a written comment.

The first attendee arrived at 5:30 p.m. A total of 254 local citizens and public officials attended and signed in. The following Collin County and consulting firm representatives were also in attendance:

<u>Name</u>	<u>Agency/Firm</u>
Keith Self	Collin County Judge
Joe Jaynes	Collin County Commissioner
Jerry Hoagland	Collin County Commissioner
Ruben Delgado	Collin County Director of Engineering
Rusty Ozmer	HNTB Corporation
Chris Bergeron	HNTB Corporation
Scott English	HNTB Corporation
Donna Chen	HNTB Corporation
Jessica Schmerler	HNTB Corporation
Arrica Hackney	HNTB Corporation

Elected/public officials identified at the meeting were:

<u>Name</u>	<u>Title</u>	<u>Representing</u>
Tom Oliver	Mayor	Greenville, TX
Johnny Stevenson	Mayor	Nevada, TX
David Goss	Councilmember	Wylie, TX
Barabara Goss	Wylie ISD Trustee	Wylie, TX

Attendees had the option of submitting speaker cards and written comment forms the evening of the meeting, or completing the written comment form and submitting their comment(s) at a later time.

A total of 23 speaker cards, nine written comment forms and four letters were received the night of the meeting. Five additional written comments were submitted to Collin County following the meeting and are included in this summary.



3. Meeting Details

3.1 4:45-5:45 PM – Meeting Set-up

Members of HNTB arrived at the meeting location to set up for the meeting.

3.2 5:45-7:00 PM – Exhibit Viewing

A registration table was positioned in front of the entrance to the presentation area and open house corridor. As meeting attendees arrived they were given handouts including an agenda, speaker cards and/or written comment forms, and encouraged to sign-in.

Once registration was complete attendees could then view the displayed exhibits for the Lavon Lake Route Study. Exhibits consisted of two alternative alignment maps, a project location map, a project schedule exhibit board, a public involvement process exhibit board and a contact information exhibit board.

Representatives from Collin County and HNTB Corporation answered questions and assisted the public with interpretation of the exhibits.

3.3 7:00-8:30 PM – Presentation

Collin County Judge Keith Self opened the meeting with the welcome and introductions. He explained that the purpose of the meeting was to solicit input on the project for further review and development. He then introduced Rusty Ozmer with HNTB Corporation who presented the Project overview and technical update. In addition, he noted that the same presentation was given to the Commissioners Court a few weeks prior to the Public Meeting.

Mr. Ozmer presented the technical aspects of the project and opened with the following agenda for the meeting:

- Project Need and Purpose;
- Route Study Process;
- Data Assembly and Review;
- Alternative Alignment Development;
- Evaluation Criteria;
- Project Schedule; and
- Questions and Comments

In outlining the Project Need and Purpose, he discussed the projected increase in population, household, and employment growth in the County by 2030. Projected traffic volumes and demographics for the year 2030 are significant design elements taken into consideration for the Project. Another component to take into consideration is the current and projected congestion levels in the entire region. When comparing the projected 2030 “No Build”



congestions levels to the 2030 “Build” congestion levels, there is a significant difference in the amount of severe congestion throughout the region. Based on these projections, the County as well as the Region should continue to develop and implement long range planning projects. The County has identified its short and long range planning projects on the Collin County Thoroughfare Plan 2007 Update where a “place holder” was depicted on the thoroughfare plan for the Project. The Project has been depicted on the County’s thoroughfare plan since 2002. The Project’s Need and Purpose objectives have been defined as follows:

- 1) Identify a technically feasible alignment to accommodate the growing east-west transportation needs resulting from population growth and development;
- 2) Provide direct access to/from the peninsula for greater mobility and emergency access;
- 3) Provide direct connectivity to U.S. 75 and future Outer Loop; and
- 4) Provide an alternate east-west route other than U.S. 380 and SH 78 in southeastern Collin County to mitigate for congestion levels.

The Project will consist of a major arterial six-lane divided roadway and a median within 120 feet of right-of-way (ROW).

Mr. Ozmer then discussed the Route Study Process, which is the overall work plan to complete the Project. The steps to complete the route study are as follows:

- 1) Data Assembly and Review;
- 2) Develop Alternative Alignments;
- 3) Public Meeting 1;
- 4) Public Meeting 2;
- 5) Public Hearing; and
- 6) Develop the final report.

During the Data Assembly and Review phase of the Project, the study team has developed an environmental constraints map which depicts sensitive areas such as schools, cemeteries, parks, and wetlands to help assist in avoiding or minimizing impacts during alignment development. Also, the study team has been coordinating and/or meeting with the City of Lucas, Town of St. Paul, City of Wylie, North Texas Municipal Water District, Texas Archeological Research Laboratory, and the U.S. Army Corps of Engineers to ensure that the appropriate entities have input and are kept apprised of the project status. For the alternative alignment development, the study team develops alignments that meet the geometric criteria, avoids and/or minimizes impacts to environmental features, minimizes impacts to the number of parcels and homes affected, and utilizes existing and/or future roadway networks.

After the alternative alignments are developed, the study team will evaluate the alternatives based on the evaluation criteria. The evaluation criteria are comprised of five categories that address enhanced mobility/safety, cost effectiveness, engineering feasibility, environmental features, and public involvement. Mr. Ozmer indicated that the evaluation of the alternatives would be complete after the study team has received public input on the various alternatives from Public Meeting. He also added that the rating system would be based on a five level



rating scale that ranges from double negative (significant negative effect) to a double positive (significant positive effect). The challenge in determining the technically feasible alternative is achieving the right balance between the various categories.

Mr. Ozmer reviewed the Project Schedule, and then discussed various ways for the public to become involved. Attendees were encouraged to attend the Open House or Public Meeting, mark comments or suggestions directly onto the maps, submit comment cards at the meeting or mail them to the study team, contact Mr. Ruben Delgado at the County, and visit the Collin County website where information is posted regarding the Project. At the end of the Project overview and technical update, Mr. Ozmer opened up the meeting for public comments and questions. During the public comments and questions period of the meeting, Judge Self was the moderator.

3.4 Summary of Written Comments

Thirteen written comments were received during the Public Meeting. One written comment was received by e-mail prior to the Public Meeting. Nine comments were received via mail and e-mail before November 1, 2009 as well, and are included in this summary. All comments are presented as submitted by the writer, without corrections made.

1. I have lived at my current residence since January 1, 1980. The two routes will either go directly through my house or two blocks north of my home. I don't like either option. I think the ball was dropped on this in 2004! Every homeowner should have been notified by mail, NOT a legal notice in the newspaper. My home is paid for and I planned on living there until I died. I'm 54, and with my history that would be another 35-40 years. With the time line presented I guess I'm out of luck. I'm going to look at a large loan when I'm 65-66; this was not in my life plan. I'm not in favor of a toll road that would cut 5 miles off my commute to Parker Road & that's if there is even an entrance ramp off 982. If this is built and I have to move, you will (whoever builds the bridge) pay not only for my land, house and mental anguish.
2. We want the 5th option: NO BRIDGE! Use existing and planned ROWs to relieve congestion:
 - Park Blvd to Hwy 78
 - Parker to Park Blvd
 - Widen Hwy 78 from Wylie to Farmersville
 - Use Bethany-Lucas-CR546 to provide access to peninsulaBoating on Lavon Lake will be severely compromised by bridges:
 - Sail Boats and Skiers will have restricted areaSix Lane Roads will cause gross noise pollution in an otherwise serene countryside
Keep Lavon Lake as a nature preserve – also: "Even NYC has its Central Park".



3. In 2007 the Wylie City Council approved a resolution of support for the alignment at the Parker Rd/1378 intersection. We request that any alignment chosen intersect with the northern Parker Rd/1378 intersection. Alignment #2 on the attached map.
4. Dear Collin County Commissioners:

I am very interested in the future of Eastern Collin County. I am a Collin County native who grew up in the area. I moved away for several years, but was fortunate enough to get to return. My parents farmed land before Lake Lavon was here. I remember when it was built... it was a blessing and a curse. Some didn't want it. Most realized it was needed. My father lost some of his land to the lake. The blessing was that Lake Lavon provided flood control that would eliminate flooded roads and farmland. Of course providing water was another huge advantage. Many people who get their water from Lake Lavon probably don't realize that all the people on this side of the lake have to drive around it (which adds 8-14 miles) to almost everywhere we travel... Plano, Allen, McKinney. I teach at Collin College in McKinney and have to drive around Lake Lavon every day. There is also no alternate route for emergencies, such as the drowning in the flood gate area near Wylie a year or so ago. Highway 78 was shut down for hours when people were trying to get home from work. When the dam over the lake was open, at least there was an alternate route. So once again, more that 50 years later, Lake Lavon poses a social dilemma. Should a bridge be built over the lake? Yes! To a few it may be a bit of an intrusion, however, for thousands others it will be a blessing. What if those few who didn't want Lake Lavon built years ago had been successful in stopping it?

With explosive growth in Collin County, the eastern part of the county has been cut off long enough. There are more and more cars on the road every day. Especially in this economy, residents should have the most economical route possible. Driving many miles out of the way to get around the lake is no longer a good option. The costs of fuel, time and pollution continues to increase. The people and cars are coming, whether we want them or not. We must make provisions for that growth.

Thank you for holding this meeting and listening to opinions.

5. Collin County Commissioners

Subject: Future Bridge over Lake Lavon

I am writing in support of the proposed bridge planned for Lake Lavon. My wife and I live on Business 78 one mile north of Copeville. Both of us commute to our jobs on the west, either to McKinney or the Dallas area.

The direct air route from our house to the intersection of Highway 121 and Preston Road is 13.9 miles. However, driving this route is 39 miles. We must either travel to the north



or south of Lake Lavon in order to go west. When traffic issues occur, especially on Highway 78 travelling south to Wylie, there is no other route to judiciously travel to the west. Going to our church in Wylie is 14 miles each way. We estimate the trip to be 7 miles when the bridge is completed.

The larger issue is the development of the eastern side of Collin County. Dr. Bob Collins, who also lives in eastern Collin County, has often stated that Lake Lavon has isolated the eastern side of the county. A lot of this has to do with the lack of transportation. As president of the Copeville Special Utility District, I am in negotiations with three land developers for large housing additions. The one most prominent has a schedule for 1700 homes over the next five years. If action is not taken to improve and add to the access to this area, the traffic issues could become more severe.

As far as preference for the route selected, I do not prefer any specific route. I do think that one more centrally located could be more effective in terms of a more centralized route to the most travelers.

I wish to say my thanks for the opportunity to express my views on the bridge and heartily express support for the bridge.

6. You already have a bridge over the western finger of the lake. Use that! Then extend that route further east to tie in with Hwy. 78 if you wish to and this route already has roadway going west that is nearly a straight shot to Hwy. 75. This route will impact the fewest houses and won't disrupt the lower portion of the peninsula and won't cut off so much of the lake for boating.

And if you think you need more roads for congestion, then how about not approving every building permit you see?

7. There is a bridge in place over the western finger of the lake, why not work on what is already there rather than waste time money and land doing what the majority here do not seem to want.

I realize I am one voice; however, if you use the green line you will leave our house standing with a driveway access to a major 6-lane 45 mph road!

We have road runners, bobcats, honeybees, pecan trees and so on... We moved to the country 15 years ago to get away from congestions, construction, pollution and traffic!!!

8. Best route via CR 550 into Lucas. No Toll. We bought land with restrictions so that it would remain natural and undeveloped. Please don't spoil that, with a road!



Keep route along roads we already have and widen them. Please don't make new roadways.

9. "Failure to plan is planning to fail". Regardless of opposition eastern Collin County will grow and develop. Rockwall County has been the fastest growing county in the U.S. and that growth will come to this area no matter what anybody does or says. The issue here is to plan for the inevitable. How do we handle the traffic of the future? We need to know where major roads will go so we don't build in their path. One of the routes bisects our property. It would be nice to know if the route will go there or elsewhere.

You don't have to look in a crystal ball to know that eastern Collin County will be home to thousands of homes and businesses and associated traffic.

10. Please include an equestrian and hiking underpass in the bridge design as you will pass over the Trinity Trail hiking and equestrian trail.

I am in favor of the bridge.

11. We have lived on our property 50 years and family many years prior to that. We believe that we live in the country and everyone else moved to the country and wants the bridge to be like a city, then they need to move back to the city and leave the families alone that are happy with the way things are now. The environment of the Lake will be destroyed. Our home and others will be destroyed. No bridge!!

12. Re: Lake Lavon Bridge Project, Southeast Red Route

To: Whom it may concern

I do not want a highway/bridge so close to my home. My wife does not want a highway/bridge so close to her home. I don't know about our dog, Lena.

The highway/bridge will pollute the lake and destroy the peace and quiet of our neighborhood with traffic, litter, increased crime and will obliterate the night sky with roadway illumination.

The South East Red proposal transverses US Army Corps of Engineers land, which on the proposal map is keyed as grazing land, but in reality is a 60+ year old hardwood forest. The South East Red proposal will destroy the breeding habitat for native Collin county wildlife that lives in the hardwood forest.

Since we have lived here, we have seen a vast array of animals to include: Eagles, Red Tailed Hawk, Blue Heron, White Heron, Cattle Egret, Bob Cat, Deer, Raccoon, Opossum, Skunk, Beaver, Squirrel, Rabbit, Alligator Turtle, Red Eared Sliders, native



spiders and snakes. They will all lose their habitat. These native species need to live and breed somewhere.

The South East Red proposal will destroy some 60+ year old trees. Among them are: Pecan, Black Walnut, Hawthorn, Redbud, and others. Texas native bushes, shrubs and wildflowers, will also be impacted.

It is our opinion that another bridge across Lake Lavon is not needed. Our tax dollars, we feel, would be better spent improving Texas Highway 78.

13. Collin County and HNTB Corp,

The proposed alignment (green) on the peninsula just south of the HHEC property is right over my property labeled “UNG RATHY”. This property is rectangular in shape EAST-to-WEST, 230 ft by 1460 ft. Clearly, this proposed alignment will destroy this parcel. It would divide the 230 ft. width into two tiny parcels rendering them useless. THIS IS NOT RIGHT. There are better solutions and destroying small parcels should be the last resort. The alignment should take the following considerations into account:

1. It should go over existing roads when possible
2. It should go over large parcels when possible
3. It should go over edge of larger parcel instead of the smaller one when they are adjacent (like in this case)
4. It should go between two small parcels when possible
5. It should go through edge of small parcels when possible
6. As the last resort, it cuts a tiny parcel into two tinier halves – making the remaining two pieces useless

NOTE: Comment 14 was e-mailed to Ruben Delgado, Collin County Director of Engineering, on October 2, 2009 and added to this Public Meeting Summary.

14. My husband and I are landowners on CR 545, we have cattle and horses. We bought this land in 2001 to get away from the City. We own a house in Wylie as well however it is nothing like it was in 1989 when we bought our home we wanted to raise our family in a small town. We are not your typical citizens we do not live beyond our means our house is paid for our land is as well (in other words no loans). The idea of a bridge going over our property and worse actually cutting into our property makes us feel like all of our hard work was for nothing. We built the facilities at our land as a family, often in the mud, rain, cold or 100+ degree heat we worked. I am not sure why it's necessary to have this bridge nor am I thrilled about \$400,000 being spent to investigate its importance. If the county has money to spend why isn't Highway 78 being widened from Wylie to 380? Why is 1378 still a two lane road as it was in 1989 when the population was less than 9,000 people? Why wasn't CR 545 mowed two weeks ago rather than spraying weed



killer and potentially endangering our livestock's health? We are absolutely not in favor of the "Lake Lavon Bridge Crossing" project.

NOTE: Comment 15 was e-mailed to Ruben Delgado, Collin County Director of Engineering, on October 8, 2009 and added to this Public Meeting Summary.

15. Mr. Delgado,

My name is Mark Randle and I live with my wife at 3502 Parker road near St. Paul. We are "FOR" the proposed "red" alignment, or the southern most line that follows Parker Road to St. Paul and then to Hwy 78.

You may be aware of the benefits to the red alignment, but now you can hear it from a resident whose property sits directly on this path. The red alignment is the best option for many reasons. Mainly, there is a HUGH traffic problem at Parker (FM2514) and FM1378 where the intersections are off-set by a few hundred yards, impeding east and west-bound travelers. This traffic flow problem has existed for many years and will only get worse. The proposed red path provides a solution by realigning the main thoroughfare and creating a straight path with fewer intersections.

Secondly, I'm sure you know that FM1378 is currently under construction to six-lanes from FM544 to Parker road. The red alignment will meet with FM1378 exactly where it is needed to complete the intersection. The other options will be too far north to meet these other thoroughfares and intersections, leaving traffic congested right next to the new roadway.

In addition, Parker road has been in dire need of widening for many years. The red alignment follows the highest amount of current ROW. It would lessen the amount of ROW needed to obtain from property owners.

Finally, I can say that as a property owner with frontage land on Parker Road, there is no surprise to this type of project. In fact, most of my neighbors, including myself, welcome the improvement of Parker Road knowing that this opens the potential to improve property value as a commercial frontage property. You don't buy frontage land on Parker road and not expect this to happen! The red alignment goes through my front yard, and I am okay with this for the benefit of relieving traffic congestion in this region of Collin County.

Please feel free to share my thoughts with any other members involved in the decision making process. Thank you for taking the time to read my comments.



NOTE: Comment 16 was e-mailed to Collin County Commissioner Joe Jaynes on October 8, 2009 and added to this Public Meeting Summary.

16. Mr. Jaynes, my husband Bobby (the City of McKinney employee and I, the Realtor) met you at the bridge meeting the other night. We have lived on the lake for 23 years at Pebble Beach Park. We have many memories of raising our kids here, pre-k through high school. We know most of the people by sight if not by name and have been business owners (the local video store, the school and real estate) so we have many friends and contacts here. They are mostly good simple people who are resistant to change. Most moved here to get away from the city because they cherish their privacy and solitude.

Below is an email I sent earlier to my best friend and neighbor. This is [a] good route suggestion to minimize the displacement of many of my friends and neighbors. My husband I feel differently than most as we see the benefits in the bridge. We believe that it will increase our property value as well as making better work opportunities for our 18 year old twins. We drove that one hour to and from work for years before 190 was complete. We don't want that for our children. If we can be of any help please call my husband or I. My husband has witnessed McKinney's progress and as a realtor I see it every day. Progress does not intimidate us.

"Hey BFF, I was at the Bridge meeting last night but I couldn't get your attention. Though I understand your position and am not insensitive to the fear of change, to try and upgrade the road all around the lake would effect hundreds or more families vs the bridge which would effect 1/3 of the families. Why are our families more important than those families? Going across the lake illuminates most of the need of displacement. The traffic on the lake roads are already very crowded, can you imagine if they were doubled? Most of the homes are right on the lake roads with little or no shoulder to work with. Everyone was thrilled with the idea of a new college, how did everyone think their kids would get there?

The best route for the bridge would be from 3268 to ticky Creek across the lake to CR 550 at Lakeland Park. This is already corp land that is not residential with much more acreage than Pebble Beach Park, There are a few large homes on large tracts that would be effected but not as many as would be at the lot on top of lot at Pebble Beach. Those homes seem to be much farther from the lake and the road than at the homes at Pebble Beach and much fewer of them. Also the land running down one side of 550 is fields and corp land, no one would be as displaced on that side where as Pebble Beach is mostly residential close to each other, close to the lake and road and the cost to buy out would be tremendous. This would also take it into Farmersville who have the college needs and commitments to consider. The bridge would make Farmersville look VERY good as well as the easier access to the flea market, college, antique stores etc. We don't have anything like that here that needs drive access. Our personal view would be affected but I can barely see Lakeland on a good day. This is going to happen, I think my efforts will be in



finding a compromise that is best for the growing county as a WHOLE. We voted the TX Corridor out because the profits would be to the investors. (not that I would have wanted any straight shots from Mexico through Texas, We already have too many holes to fill without enough rangers to plug them) but I don't see us being able to stop the bridge. There doesn't seem to be another solution that would not cost the taxpayers more money and cost more of them their homes.”

Together, We can make it happen!

NOTE: Comment 17 was e-mailed to Collin County Director of Engineering Ruben Delgado on October 9, 2009 and added to this Public Meeting Summary.

17. Mr. Delgado,

I was one of the speakers (you'll remember me no doubt, I didn't use up my entire 3 minutes) at the Route Study Public Meeting on Wednesday evening this past week. I spoke to the request by our organization, the Trinity Trail Preservation Association, that the Bridge plan provide a safe crossing for hikers and equestrians using the Trinity Trail. An example of such a crossing is the underpass on FM 3286 under the western-most segment of the Lavon Lake bridges.

By way of documenting our request, I've attached a copy of the Board's resolution requesting such a crossing.

NOTE: Comments 18, 19 and 20 were mailed to Collin County Director of Engineering Ruben Delgado and added to this Public Meeting Summary.

18. We support building the bridge over Lake Lavon. We need a east/west passage from east Collin County. Now we must go many miles out of the way, wasting time and gas. A bridge won't bother anyone and will change lives for the better.

19. No bridge.

20. Mr. Delgado:

We attended the public meeting October 7, '09 and want you to know that we are in favor of an East West route across Lake Lavon that ties into Parker Road (FM 2514). We live just West of FM 1378 on Parker Road or actually Bois D Lane south of Parker Rd. We are looking forward to our section of Parker Rd. to be widened to 4 lane divided to accommodate the ever increasing traffic.

The road and bridges need to be completed for the following reasons:



1. The public needs to get to/from their jobs in West Collin County from East of FM 1378 and East Collin County.
2. Population increases demand that safe wider roads help the public to have access to the larger Metro areas of Collin County.
3. We all would like to stay in a “country environment” but that is not going to be the case some 5-10-15 years in the future. We have to realize that we cannot be stuck in traffic or in this case drive around a lake to get to Hospitals, Shopping, Sporting Events and other advantages of the larger Metro area provides.

Thank you for listening to our concerns. If you can, please help us get Parker Rd widened to 4 lanes from 1378 to FM 2551 in the near future.

NOTE: Comment 21 was e-mailed to Collin County Director of Engineering Ruben Delgado on October 22, 2009 and added to this Public Meeting Summary.

21. I am an engineer by trade and like to use logical reasoning when I think. Since I cannot use logic to understand why the county would put a bridge so close to the south end of the lake when there is already Parker Road going to Hwy 78, I have to assume the reason to go ahead with this boondoggle would have to be political. Politics and logic are mutually exclusive! If the county absolutely positively has to have their wet dream of a bridge and road across the lake, they could just extend FM 982 across the east arm of the lake from the peninsula and save millions of dollars since they have already replaced the bridge there.

An even more logical location to put the road would be to extend Stacy road past the NTMWD wastewater treatment plant and cross the lake at that point: This would give the sludge trucks easy access to the plant without them having to take Orr Road. I think the money could be better spent, however, by:

- 1) Straightening Parker Rd. at the 1378 intersection.
- 2) Connecting 1378 to Stinson Rd at the Lucas stop sign (by the fire station) so it goes straight to Parker Rd.
- 3) Putting turn lanes on 1378 at the Parker intersection if they don't widen it first.
- 4) Straightening the intersection (removing the blind turn) at the intersection of 1378 and FM 982. (by the Lucas bait store).

It is possible there are some sweetheart deals (politically motivated) going on between Realty Capital and some of the other developers (Lavon 593 Investment Partners, LP maybe?) so they can get their ingress/egress issues sorted out before devolving the Southwest area of the lake. Anyway, I seem to be unclouded by political motivations at this point so the priorities seem clear to me.



NOTE: Comment 22 was e-mailed to Collin County Director of Engineering Ruben Delgado on October 22, 2009 and added to this Public Meeting Summary.

22. (E-mail thread part 1 of 2)

I am so glad that a property owner on Lake Lavon is investigating the proposed bridge across Lake Lavon. I have heard a lot of people say they think the bridge is needed and overdue.

That was Don that spoke at the meeting. He was frustrated because of something he heard on the radio.

I am the one who originally proposed the bridge across Lake Lavon for many reasons.

- After 9-11 the Corp of Engineers closed the bridge across the spillway permanently due to security concerns.
- There was also a report from the Council of Governments that said we have an east to west travel problem in Collin County. It is true and we do not want to end up like Rockwall with the growth out pacing the flow of traffic. Currently the third bridge is being built across Lake Ray Hubbard.
- There have been many deaths due to car accidents on Hwy 78 and when there is a wreck between Lavon and Wylie on Hwy. 78 there is a complete block on the road.
- There are not any straight routes to connect east and west Collin County. People have to travel way out of their way to get to work.
- I think the bridge across Lake Lavon is way overdue. If the bridge was built today it would take five years to complete it. In five years I believe this area of Collin County is going to be exploding.
- The cost of building a bridge across Lake Lavon is growing more and more expensive as the project is postponed.
- The proposed bridge will not take as much property from homeowners as other options would. Easements would be very costly and homes would be lost because the houses are so close to the existing roads.

I am in favor of the proposed bridge across Lake Lavon and I think it is the most feasible way to get traffic traveling east to west across Collin County.

(E-mail thread part 2 of 2)

It is good to hear from you as well. I meant to say Don, sorry. Anyway, I am not sure who you are forwarding this to as the meeting I attended at Wylie was my first and I was trying to retrieve info on what was taking place but, it ended up being a negative session with not any pro bridge folks speaking or represented at least to the point where I had to leave.



I thought it was interesting that one of the residents of our area asked the panel where they lived and all of them said McKinney (most likely Stonebridge/Craig Ranch West McKinney) and then the man said "Well we don't want to live like you!" and I thought who are you to speak for me! The whole issue was not addressed! And I know exactly how far it takes to get to those areas of McKinney and that is all the more why we need the bridge! Some people live with their head in the sand and only want to live in a fishing boat until death! that is their decision and their life but, not everybody's! I enjoy the lake, it's beauty, and fishing as well but, I am not the only one who lives here and things change!

I have lived in this area since 1976. I have lived on both sides of this lake Tickey Creek - Culleoka area and on the other side at Pebble Beach, Copeville. I have driven circles around and around this lake for over 30 years!!

I currently reside off of Pebble Beach Rd as you know CR 546 @ CR 547 with the lake behind me (corp property) in a cove area and we have loved it since we moved out here in 1997! with a state park right down the road.

The lake is beautiful and should be preserved as much as possible to its natural state but, GAS PRICES, TRAFFIC, AND NO WAY OUT OR IN BUT ONE WAY IS DANGEROUS!

People have been moving out of the city and into the country heavily over the last 25 years. Look at McKinney, Allen, and Wylie! I remember when the city of McKinney got a Walmart and Jack In the Box and they thought they hit it big! Jack In the Box was all there was as far as fast food! Princeton only had the Princeton Food Mart and a bait shop! and McKinney was going to town! And for Allen, Walmart was the big store in town along with Brookshires! Forever Allen and Wylie were bedroom cities and Wylie suppressed Walmart from coming in and was all for having the railroad run through town and jacked up taxes where you couldn't even breathe!

I drive to McKinney and Allen daily. Traveling Hwy 78, at times Hwy 380, 1378 and Parker Rd. It is incredible especially now that you have all these work trucks and 18 wheelers traveling daily on 1378. There is no where to go, no shoulder, and you are STUCK! However, they are widening 1378 thank God! But, the congestion and traffic is incredible in that area. Traffic now gets so backed up at 1378 and Hwy 5 now that a light has been put in you can't even get out of Medical Center McKinney! I feel bad for the Collin Baptist Association in them trying to get out of their parking lot!

I see signs going towards McKinney up Parker Rd in St Paul NO Bridge! These people I guess would rather have a 6 lane road going up to THEIR DOOR STEP! Did they think about the noise pollution from widening these roads and the traffic!



For those that don't travel in the direction of Allen and McKinney, or east Plano don't really see the issue I guess they live in their own little world. But, I believe at least from what I have gathered the following:

The bridge would

- Save gas! Lord help us if it goes up to \$4 a gallon again!
- Saves time! which is valuable to everyone!
- Safer to the driver in relieving bumper to bumper traffic
- Gives alternate routes to the area as far as ambulance and emergency access.

What used to be 30 minute drive is now 45 minutes up to 1 hour if you are going to West McKinney or West Allen, in part due to the heavy traffic and all the additional stop lights that have been put in! The traffic northbound on Hwy 78 from Wylie, east Garland 4-6pm once you hit Wylie all the way to 205 is incredible! You are stuck with no where to go! We use Medical Center of McKinney as our hospital and our doctors are in McKinney, Allen area.

A man mentioned about FM 982 being extended and.....I drove that road daily it is a main access road from Culleoka/Tickey Creek. So, what lets let Princeton take on that burden of traffic all the way to 380 for those only that travel in the route of 380 to McKinney or Greenville what about the other direction! That section of FM 982 all the way to Princeton is a residential strip all the way to town with Culleoka Baptist Church close to the road way there. I understand though that that section of 982 is being expanded.

At Lucas off 1378 at the Lucas Food Mart there is a mile long bridge that is forever old and another bridge on the way that connects to Branch and FM 982. I used to travel those bridges daily from FM 982 to Allen. That could be one accessible area that could be updated to connect to 380 from that direction. It would be a matter of updating an already established bridge. I believe that has already been mentioned. It could also be an access point to connect to Bethany in Allen?

However, the extension I understand has been discussed to go all the way to Bethany at Allen sounds fantastic! Allen is a mid point between Plano and McKinney but, I'm not sure how the city of Allen feels about being the end result of that traffic getting off? or how that would work? Or where exiting points would be to Bethany, to FM 982?

This is where I would like more information on the different route plans. If someone could provide that for me it would be very helpful! and when the next meeting is and voting begins!

I thought about getting a sign myself! VOTE YES FOR PROGRESS!



NOTE: Comment 23 was e-mailed to Collin County Director of Engineering Ruben Delgado on October 25, 2009 and added to this Public Meeting Summary.

23. Ruben,

My opinion regarding the proposed Lake Lavon bridge.

I am NOT loosing my house. I am NOT loosing a view. The biggest impact I may have is hearing an increase in traffic noise and possibly a slight increase in the traffic going by my subdivision. In other words - I will not be significantly impacted by the bridge.

That said, I do NOT believe the bridge is necessary for several reasons.

- 1) I am not sure the estimated population growth was accurate (forget the fact that it did not take into account the proposed bridge). It looked like a linear extrapolation which does not account for lot size limitations (1 acre min) because we are currently on septic systems in this area. Before the lots can shrink to a limit that would allow for this estimated growth rate, we would need a significant sewer build out.
- 2) New bridge increases the automotive pollution dumped into our main source of drinking water.
- 3) I would propose that we can move all the traffic we need efficiently and effectively by building out the current highways and using overpasses to move the traffic without the tie-ups associated with grade level crossings.
- 4) If we really need an intermediate bridge, I would propose to use East Lucas Road bridge, barely 1/2 mile further north. Build it out and complete the other side of the peninsula which would equate to 1.8 miles of bridge vs. the currently proposed 2 miles. Most of the right of way is already secured.

The following written comments were provided on the “Lavon Lake Route Study” alignment exhibits during the Open House and Public Meeting:

General

- Seven general “no bridge” comments
- Three comments to consider a northern alignment utilizing the existing FM 3286 bridge
- One comment to consider a northern alignment between FM 3286 bridge and Green Alignment
- Two comments for a proposed north-south bridge connecting the peninsula to U.S. 78 south of Lavon Lake
- Three suggestions to consider an alignment along the southside of Lavon Lake (parallel to U.S. 78)



- One comment to consider an alignment along the transmission easement on the eastside of Lavon Lake
- One comment to study alignments north and south of the lake, not through Lavon Lake
- Three comments to widen existing U.S. 78 south of Lavon Lake
- One comment against the widening of Parker Rd (not part of LLRS project limits)
- One comment noting lots of homes on the peninsula
- One comment noting Scenic Point subdivision on the eastside of Lavon Lake is mislabeled
- One comment noting that Scenic Point subdivision now has many new homes
- One comment expressing concern about increased traffic near schools at the intersection of FM 1138 and CR 596
- One comment noting that the limits of HHEC Spinco LLC parcel is incorrect on the westside of Lavon Lake

Teal Alignment

- One comment noting lots of homes in Land O'Lakes subdivision adjacent to alignment
- One comment noting lots of scenery adjacent to the alignment (beautiful park, squirrels, owls, boat ramp, 150+ pecan trees)

Green Alignment

- One comment noting that the Ung Rathy parcel is mislabeled (needs to be moved further north)
- Two comments noting the alignment affecting their property on the eastside of Lavon Lake
- One comment noting that there is adjacent farm land east of SH 78 and north of the alignment
- One comment identifying the Olive Cheryl parcel as a business on the east side of Lavon Lake
- One comment stating “not in my backyard” on the east side of Lavon Lake

Red Alignment

- Two comments noting houses near intersection with FM 982 are affected
- One comment noting that a house on FM 739 is affected
- One comment noting proximity to existing homes in Meadow Ridge Estates subdivision on the eastside of Lavon Lake
- One comment noting a cemetery (St. Anthony Church Cemetery) near intersection with Lavon Pkwy on the west side of Lavon Lake
- One comment noting a hardwood forest on the eastside of Lavon Lake adjacent to the alignment west of FM 790



Blue Alignment

- One comment to route the east portion of the alignment further south (connecting to east side of Lavon Lake in the City of Lavon)

3.5 Summary of Verbal Comments

The following comments/questions were expressed during the Public Meeting:

Citizen: I am concerned with red line alignment as it disrupts my view of the lake and possibly affects my property. I feel as if the ball was dropped in 2004 when studies began but not all property owners were contacted at the time. I am also worried about traffic congestion in a currently rural area and effects to local wild life. My property is also close to the green alignment.

Comments have been noted.

Citizen: I am the owner of the North Texas Equestrian Center and I am concerned about the orange alignment impacting my property. I don't believe the potential increase in traffic will help business development because it will be a highway. What about the feeder roads? What about my land value rights with regards to impact on revenue and business?

Based on the typical section shown in the mobility plan, the facility will consist of 6 lanes (3 in each direction) with no frontage or feeder roads. The proposed project will be similar to Preston Road as a 6 lane thoroughfare. Currently, the project is in the route study phase of project development and not in the ROW acquisition phase. However, when ROW is acquired, all factors related to land value/business impacts will be taken into account by a third party appraiser.

Citizen: If certain Collin County officials have been reported to not see the relevance of this project, why are we here?

The project matches Collin County's goal of planning for future growth.

Citizen: I live on the peninsula. I would like to understand how the alignments in the study were derived and evaluated. I would also like to know why the study area is this specific location. Can I receive a copy of project's scope of services?

The initial alignments were developed to avoid and/or minimize impacts to the constraints listed in the evaluation criteria. In terms of the general location of the initial alignments, the study team focused their efforts adjacent to the location of shown on the 2007 Collin County Thoroughfare Plan. The study team will evaluate all viable



alternatives, which may include additional alignments to the north. If there are additional alignments you would like the study team to consider, feel free to mark your suggestions on the exhibits. A copy of the project's scope of service will be sent to this citizen.

Citizen: I don't understand the congestion maps shown in the presentation. They don't include the proposed bridge crossing.

Comments have been noted.

Citizen: I moved to this area in 1983. I would like to know where the east and west end roads that the bridge alignment ties into are. Additionally, who is going to pay for the current septic system to become a full wastewater system?

The east and west end termini of the project are dependent on which alignment is chosen. The ultimate goal is to have another east-west thoroughfare connecting U.S. 75 to the proposed Collin County Outer Loop. NTMWD is currently looking at plans of putting in a wastewater treatment plant on the eastside of Lavon Lake.

Citizen: I represent the Save Lake Lavon group, and the question here should not be "which bridge," we want "no bridge." It appears that the proposed alignments do not make use of open lands, but rather cross directly through neighborhoods and communities. Why is land value being manipulated to award a few key developers while selectively eliminating other areas that many fit into the plan? I don't believe the congestion maps presented today justify the need for the bridge. We should be addressing congestion in the areas where it actually exists. Will there be plans for the bridge to be tolled?

Comments have been noted.

Citizen: The proposed bridge will affect boating (such as decrease in speed limit) and other recreational activities on Lake Lavon. What will be done to preserve the lake from runoff contaminants from the bridge? Why not just widen U.S. 78 to solve the congestion problem? Where the proposed alignment ties into U.S. 78 will be a busy intersection. What will be done to prevent accidents?

Comments have been noted.

Citizen: I am concerned that the bridge will increase crime, noise, and light pollution.

Comments have been noted.

Citizen: I am concerned that the bridge will take away my country life style.

Comments have been noted.



Citizen: I am concerned about the land value on the peninsula as land on the eastern and western lake shores seem to sell for far more than those parcels on the peninsula. If you want to connect the peninsula with a bridge, consider a north-south alignment across the lake connecting the peninsula to U.S. 78 to the south.

Comments have been noted.

Citizen: I don't understand why the alignment needs to impact private property when there is plenty of Corps of Engineers property around the lake. Wouldn't it be easier to route the alignment through property that already belongs to the government?

We cannot impact USACE land. It is an identified constraint.

Citizen: I own property that is current under the green alignment. I want to know the number of people affected by this bridge who live on the east side of the lake, as we are the ones most affected by future tolling of this bridge.

Comments have been noted.

Citizen: I don't want to see east Collin County become the rest of the county. Why can't we further widen U.S. 380 and U.S. 78? The property owners in those areas are used to roadway construction. Why not have a 15-lane U.S. 280?

Both U.S. 78 and U.S. 380 have plans of being widened in the Collin County Thoroughfare Plan.

Citizen: I live on CR 488 and represent a small community of property owners in that area. My view of the bridge will be destroyed by the proposed bridge. Have you looked into the fact that some of the land in this area is restricted?

Comments have been noted. Known environmental constraints have been identified on the alignment exhibits.

Citizen: I am the President of the Trinity Trail Association and we are responsible for building and maintaining 25 miles of trail for hiking and horseback riding that runs from East Fork to Wilson Creek. Our request is that if and when this bridge is built, engineering and construction funds be set aside to accommodate for an underpass for the Trinity Trail under the proposed bridge. Otherwise, the trail will become discontinuous and 20 years of effort of building this trail will be ruined

Comments have been noted.



Citizen: I think it would be less expensive to widen roads south of the lake instead of building this bridge.

Comments have been noted.

Citizen: I grew up in Dallas so I think it's great that the public has a way to express their voice before the bridge is built. I've been there through construction of I-635, PGBT, etc. However, if you're going to build the bridge, can you just present a single alignment instead of multiple alignments so we can start planning for our properties?

A technically preferred or feasible alignment will be presented at the next public meeting.

Citizen: Building a bridge will promote gang activity and chaos. How can you build a bridge across the lake when the Corps of Engineers won't even let me build a boat dock?

Comments have been noted.

Citizen: I would like an alignment utilizing the existing FM 3286 bridge to be considered further north of the current alignments.

Comments have been noted.

Citizen: I don't want a toll road in this area. Move the bridge alignment further north or cancel the project.

Comments have been noted.

Citizen: I love living in a rural area and don't want a toll road here. Lavon Lake is a pristine area in our community that we need to maintain. Is it true that there are no compete deals out there that will prevent SH 78, FM 1378, and FM 544 from being improved if the bridge is built?

Widening of these roads has been identified in the Collin County Thoroughfare plan.



4. Handouts from the Public Meeting

- 4.1 Agenda**
- 4.2 PowerPoint Presentation**
- 4.3 Comment Form/Speaker Card**
- 4.4 Postcard Announcement**



5. Individual Written Comments